

KOLOTOILOVA, A.I.; LYZLOVA, I.N.; VAGNER, V.K.; KOSOVICH, M.

Some biochemical changes in the myocardium and the blood
at an early stage of experimental myocardial infarct.

Vop.med.khim. 11 no.5:70-74 D-O '65.

(MIRA 1965)

L. Leningradskiy gosudarstvennyy universitet imeni A.A. Zdenova.
Submitted May 25, 1964.

LYZO, Georgiy Pavlovich, kandidat tekhnicheskikh nauk; LYZO, Aleksandr Pavlovich, kandidat tekhnicheskikh nauk; BARSKIY, Igor' Borisovich, kandidat tekhnicheskikh nauk; ZAYCHIK, G.I., doktor tekhnicheskikh nauk, professor, retsenzent; TREPENENKOV, I.I., kandidat tekhnicheskikh nauk, retsenzent; YAKOBL, M.A., kandidat tekhnicheskikh nauk, redaktor; SOKOLOVA, T.F., tekhnicheskiiy redaktor

[Tractor designs] Konstruktsii traktorov. Moskva, Gos. nauchno-tekhn. izd-vo mashinostroit. lit-ry, 1956. 559 p. (MIRA 10:1)
(Tractors)

LYZO, A.P., kand. tekhn. nauk; IVANOV, V.V., kand. tekhn. nauk

Determining the overall width of a general purpose caterpillar tractor. Trakt i sel'khoz mash no. 7:18-23 J1 '58. (MIRA 11:7)

1. Moskovskiy avtomekhanicheskiy institut.
(Caterpillar tractors)

LYZO, Georgiy Pavlovich; LYZO, Aleksandr Pavlovich; LOMOVSKIY, Viktor
Aleksandrovich; KOPTEVSKIY, D.Ya., red. izd-va; GOROKHOVA, S.S.,
tekhn. red.

[Tractors, motor vehicles, engines] Traktory, avtomobili, dvigateli.
Pod obshchei red. G.P.Lyzo. Moskva, Vysshaya shkola, 1962. 481 p.
(MIRA 16:2)

(Tractors) (Motor vehicles)

LYZO, B.G., inzh.

Pipe-type diesel hammers are the best pile-driving equipment.
Stroi. i dor. mash. 8 no.11:2-4 N '63. (MIRA 17:1)

BOROVSKIY, V.G., 1. sh.; KALINICHEV, I.I., 1. sh.; KALINICHEV, I.I., 1. sh.;
KALINICHEV, I.I., 1. sh.; KALINICHEV, I.I., 1. sh.; KALINICHEV, I.I., 1. sh.

Improvement in the design of the engine of the aircraft. Mash. 9 no.7:17-19 J1 '64. (MIRA 18:3.

LYZC, G. F.

"Investigation of the Operation of an Automobile Engine Under High Mountain Conditions and Possibility for Compensating Its Power Loss Due to Altitude." Thesis for degree of Cnd. Technical Sci. Sub 24, Jun 49, Moscow Automotive Mechanics Inst.

Summary 82, 18 Dec 52, Dissertations Presented for Degrees in Science and Engineering in Moscow in 1949. From Techernyaya Moskva, Jan-Dec 1949.

Lyzo, G.P.

ASTASOLEVSKIY, I.I., akademik, otvetstvennyy redaktor; LYZO, G.P.,
redaktor; ZEMLYAKOVA, T.A., tekhnicheskii redaktor

[Experimental methods of testing machinery; collection of articles]
Eksperimental'nye metody issledovaniia mashin; sbornik. Moskva,
1954. 151 p. (MLRA 7:11)

1. Akademiya nauk SSSR. Institut mashinovedeniya.
(Machinery--Testing)

KOLESNIK, Pavel Adamovich; MOROZOV, Nikolay Dmitriyevich; LYZO, G.P.,
kandidat tekhnicheskikh nauk, redaktor; KOVALIKHINA, N.F., tekhnicheskiiy redaktor.

[Automobile materials and tires; a mechanic's handbook] Avtomobil'nye materialy i shiny; posobie avtomekhanika. Pod obshchei red. G.P.Lyzo. Moskva, Nauchno-tekhn.izd-vo avtotransp. lit-ry, 1954.
170 p. [Microfilm] (MLRA 8:5)
(Automobiles--Materials)

CHUDAKOV, Ye.A., akademik; GENKIN, K.I.; LYZO, G.P., redaktor; ZELENKOVA,
Ye.V., tekhnicheskiiy redaktor.

[Automobile gas engines with internal carburetion] Transportnyi gazo-
vyi dvigatel' s vnutrennim smeseobrazovaniem. Moskva, Izd-vo Akad.
nauk SSSR, 1954. 219 p. (MLRA 8:2)

(Automobiles--Engines (Compressed gas))

KOLESNIK, P.A.; MINKOV, T.Ye.; PAPMEL', S.V.; SHESTOPALOV, K.S.;
LYZO, G.P., kandidat tekhnicheskikh nauk, redaktor; KOVALIKHINA, N.F.,
tekhnicheskiiy redaktor.

[Textbook for automobile mechanics] Uchebnik avtomobil'nogo mekhanika.
Pod obshchei redaktsiei G.P.Lyzo. Moskva, Avtotransizdat. Ministerstva
avtomobil'nogo transporta i shosseinykh dorog SSSR, 1954. 467 p.
(Automobiles--Maintenance and repair) (MLBA 7:12)

142-21
MIKHAYLOVSKIY, Yevgeniy Vasil'yevich, kandidat tekhnicheskikh nauk,
dotsent; LYZO, G.P., redaktor: KOGAN, F.L., tekhnicheskiy redaktor

[Theory and design of the automobile] Teoriia i raschet avto-
mobilia. Moskva, Nauchno-tekhn. izd-vo avtotransp. lit-ry, 1955.
246 p. (MIRA 9:2)

(Automobiles--Design and construction)

GRUZINOV, Vasilii Il'ich; KLENNIKOV, Vladimir Mikhaylovich; LYZO, G.P.,
redaktor; GALAKTIONOVA, Ye.N., tekhnicheskiiy redaktor

[Manual for first-class chauffeurs] Uchebnik shofera pervogo
klassa. Izd. 5-oe, perer. Moskva, Nauchno-tekhn. izd-vo avtotran-
sportnoi lit-ry, 1955. 294 p. (MIRA 9:1)
(Automobiles)

LYZO, Georgiy Pavlovich, kandidat tekhnicheskikh nauk; LYZO, Aleksandr Pavlovich, kandidat tekhnicheskikh nauk; BARSKIY, Igor' Borisovich, kandidat tekhnicheskikh nauk; ZAYCHIK, G.I., doktor tekhnicheskikh nauk, professor, retsenzent; TREPNENKOV, I.I., kandidat tekhnicheskikh nauk, retsenzent; YAKOBI, M.A., kandidat tekhnicheskikh nauk, redaktor; SOKOLOVA, T.F., tekhnicheskii redaktor

[Tractor designs] Konstruktsii traktorov. Moskva, Gos. nauchno-tekhn. izd-vo mashinostroit. lit-ry, 1956. 559 p. (MIRA 10:1)
(Tractors)

.LYZC, Georgiy Pavlovich; LYZO, Aleksandr Pavlovich; LOMOVSKIY, Viktor
Aleksandrovich; KOPTEVSKIY, D.Ya., red. izd-va; GOROKHOVA, S.S.,
tekhn. red.

[Tractors, motor vehicles, engines] Traktory, avtomobili, dvigateli.
Pod obshchei red. G.P.Lyzo. Moskva, Vysshaia shkola, 1962. 481 p.
(MIRA 16:2)

(Tractors) (Motor vehicles)

BAKHMACHEVSKIY, Boris Ivanovich; BAAH, Georgy Ivanovich; MZO,
Georgiy Pavlovich; SUSKIN, Igor' Nikolayevich; SHCHUKIN,
Aleksey Aleksandrovich; OSKOVA, T.V., red.izd-va;
DOBUZHINSKAYA, L.V., tekhn. red.

[Heat engineering; course in general heat engineering]
Teplotekhnika; kurs obshchei teplotekhniki. [By] B.I.Bakh-
machevskii i dr. Moskva, Metallurgizdat, 1963. 605 p.
(MIRA 17:2)

LYZO, G.P., kand.tekhn.nauk

"Design and construction of tractors" by I.B.Barskii. Reviewed
by G.P.Lyzo. Avt.prom. 29 no.1:3 of cover Ja '63. (MIRA 16:1)

1. Vsesoyuznyy zaochnyy politekhnicheskiy institut.
(Tractors—Design and construction) (Barskii, I.B.)

"APPROVED FOR RELEASE: 08/31/2001

CIA-RDP86-00513R001031230004-7

1. The first part of the document is a list of the names of the individuals who were involved in the project. The names are listed in alphabetical order. The names are: [illegible]

APPROVED FOR RELEASE: 08/31/2001

CIA-RDP86-00513R001031230004-7"

AUTHORS: Kabot, F. F., Ljzic, I. T. SOV/00-55-8-12, 1966

TITLE: On the Working Experience of the Aerological Station Brest (Iz opyta raboty aerologicheskoy stantsii Brest)

PERIODICAL: Meteorologiya i gidrologiya, 1966, Nr 6, pp 47-50 (USSR)

ABSTRACT: Technical instruction was given systematically in the station. With the knowledge of the assistants rose as well the quality of the observations (since 1952 - "excellent"). The altitude of sounding was gradually increased, especially after the introduction of wetting the balloon cover with mineral oil. This altitude was 16 400m in 1955, and 21 800 m in 1956 (second half). The conservation method and preparation of the balloon covers for the flight is described. The measuring devices are controlled and rechecked before being used. I. S. Filipovich worked out special tables which save multiplications. In connection with sounding the temperature course, above all in the level 500 mb is watched carefully, in order to eliminate wrong observations. In cases of doubt a second sound is launched immediately. During the reception of the signals and their treatment the radiosondist and his assistant relieve each other by turns in order to prevent faults. The detected faults are ana

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SOV/50-58-6-12-12

On the Working Experience of the Aerological Station Brest

lyzed and who caused them will be informed. The assistants of the station constructed several buildings without building experts. An underground cable was led from the city supply system in order to eliminate disturbances. The telephone lines are as well underground. A barochamber BK-1 was mounted in an especially practical way which guarantees greatest simplicity and convenience in the work. The device UPIR-56 is used for the preparation of the radiosondes. It is a combination of an ultra-high-frequency receiver which makes possible a tuning of the ingots PRB to a desired frequency and at the same time the qualitative control of the signals. In the case of a breakdown of the electric city supply system the station has its own power plant at its disposal. It is put into operation during the observations. Beside the instruction in the station several assistants take part in the corresponding courses.

Card 2/2

LYZO, N., agronom; BYSTRIKOVA, A., zootekhnik; KOZLOVA, V., bukhgalter

We will repay our debt. Rabotnitsa 40 no.7:8 J1 '62. (MIRA 16:2)

1. Kolkhoz "Sovetskaya Rossiya" Rudnyanskogo rayona, Smolenskoy oblasti.
(Collective farms) (Food—Prices)

LYZOVA, S.N.; PANTELEYEVA, N.S.

Peculiarities of phosphorus and carbohydrate metabolism of a skeletal muscle in various functional states. Uch. zap. LGU no. 272:297-311 '57. (MLRA 10:8)

1. Kafedra biokhimii Leningradskogo Gosudarstvennogo universiteta.
(CARBOHYDRATE METABOLISM) (PHOSPHORUS IN THE BODY) (MUSCLE)

LYZAA, 2.

"Testing One-stroke Pressure Crushing Machines." p. 51 (DROGOMISTEC, Vol. , No. ,
Feb. 1953) Warszawa, Poland

SC: Monthly List of East European Accessions, Library of Congress, Vol. 2, No. 10,
October 1953. Unclassified.

LIGWA, G.

"Machines for the Production of Gravel." p. 131 (DROGOWNICTWO, Vol. 8, No. 5, May 1953)
Warszawa, Poland.

SO: Monthly List of East European Accessions, Library of Congress, Vol. 2, No10 ,
October 1953. Unclassified.

WOLANSKI, J., dr; LYEWANSKA, W., mgr; KOZLOWSKI, S., dr

Development of open and closed medical care in Polish People's
Republic. Zdrowie pub., Warsz. No.4:249-267 July-Aug 54.

(HOSPITALS,

in Poland)

(OUTPATIENT SERVICES,

in Poland)

LYZWANSKA, N., Mgr.

Work of the county hospitals. Zdrowie pub., Warsz. no.5:389-392
Sept-Oct 54.

1. Z katedry organizacji ochrony zdrowia Akademii Medycznej w
Warszawie kierownik doc. dr. J.Krupinski.

(HOSPITALS,

county hosp. in Poland)

(PUBLIC HEALTH,

in Poland, role of county hosp.)

KRUPINSKI, Jerzy, LYZWANSKA, Nonna, SABLINSKI, Jan

Plan for the development of cadres of physicians in Poland to 1957.
Polski tygod. lek. 13 no.17:647-649 28 Apr 58

1. (Z Katedry Organizacji Ochrony Zdrowia Akademii Medycznej w Warszawie;
kierownik: doc. dr. J. Krupinski). Adres: Warszawa, ul. Chocimska
24 Zaklad Org. Ochrony Zdrowia.
(PHYSICIANS, statistics,
in Poland, future plans (Pol))

LYZWA-PRAWECKA, Maria; DYMOWSKA, Zofia; KOZLOWSKA, Donuta

Toxoplasmosis in pregnancy pathology. Polski tygod.lek. 15 no.37;
1400-1405 12 S '60.

1. Z II Kliniki Poloznictwa i Chorob Kobietych A.M. w Warszawie;
kierownik: prof. dr Ireneusz Roszkowski i Zakladu Parazytologii
Lekarskiej P.Z.H. w Warszawie; kierownik: mgr Z.Dymowska.
(TOXOPLASMOSIS in pregn)
(PREGNANCY compl)

1. The first part of the report is a summary of the work done during the period covered by the report.

2. The second part of the report is a detailed description of the work done during the period covered by the report.

P/044/61/000/006/001/004
D001/D101

AUTHORS: Szczeciński, S., Major, Master of Engineering and
 Łyżwiński, M., Captain, Master of Engineering

TITLE: Power plants in contemporary aviation

PERIODICAL: Wojskowy przegląd lotniczy, no. 6, 1961, 19-24

TEXT: The instructive article is a brief, comparative review of aircraft power plant types (ram jets and rocket motors excluded). The usability of an aircraft engine is indicated by power or thrust, specific fuel consumption and weight per horsepower. In an arbitrary set of different aircraft engines of same weight, a piston engine can assure a maximum speed of M. 0.6, a turboprop engine M. 0.8, a turbojet engine without afterburner M. 1.0 and a turbojet engine with afterburner M. 1.3. Specific fuel consumption determines the range of an aircraft and its economy. Fuel consumption increases along with growing speed. A piston engine ceases to be economical at M. 0.6. Turboprop engines exceed in economy piston engines within the whole speed range of the latter and turbojet engines within speeds

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Power plants...

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D001/D101

of up to M. 1.3, when turbojet engines take the lead. For proper determination of its qualities, the basic parameters of an engine must be analyzed. In jet and rocket engines, the most important parameter is net thrust, in piston engines the horsepower rating and in turboprop engines equivalent shaft horsepower. Modern turbojet engines usually are built in the thrust range of 2,500 - 5,000 kg, turboprop engines in the range of 3,000 - 5,000 HP, while the rating of piston engines does not exceed 4,000 HP. A criterion of engine comparison is weight per horsepower. The Soviet TU-114 airliner is powered by 13,000 HP turboprop engines with a weight per horsepower of 0.17 kg/HP. Another important characteristic of aircraft engines is their service life. A contemporary turbojet engine in military aircraft can work for up to 1,000 hours and more if properly maintained. The service life of civil aircraft is many times longer. There are 5 figures and 5 references: 4 Soviet and 1 English which reads: Driggs and Lancaster, "Gas Turbines for Aircraft", 1955.

Card 2/2

LYZWINSKI, M., kapitan, mgr.,inz.

Development of airplanes with short and vertical take-off and landing. Wojsk przegl 15 no.8:21-37 Ag '61.

P/008/62/000/005/002/003
D265/D308

AUTHOR: Szczecinski, Stefan and lyzwinski, Mieczysław,
Masters of Engineering

TITLE: Lubrication of modern aircraft turbine engines

PERIODICAL: Technika lotnicza, no. 5, 1962, 138 - 143

TEXT: A survey of the basic lubricating systems for piston and turbine aircraft engines. Basic formulae for the heat dissipated in the bearings, oil consumption, heat carried away by the lubricating oil, the description of the required oil properties and basic elements of lubricating systems are given. The paper is illustrated by sectional drawings of typical Western engines. There are 14 figures.

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1-515
P/008/62/000/004/001/002
D265/D303

26 1120
AUTHOR:

Lyżwiński, Mieczysław, and Szczeciński, Stefan, Masters of Engineering

TITLE:

Fundamentals of the choice of ducted-fan turbine engine parameters

PERIODICAL:

Technika lotnicza, ¹⁷no. 4, 1962, 98-104

TEXT: This is a general discussion of ducted-fan turbine engines with their classification, advantages, disadvantages and parameters, defining the air-flow and energy distribution and their influence on the specific fuel consumption, total drag and the noise effect at high altitudes. The discussion on the optimum choice of these parameters in comparison with those of simple turbo-engines is followed by thermodynamical considerations with reference to the enthalpy-entropy diagram for the engine, where the re-heat is also taken into account. The isentropic compression and expansion are shown as normally taken for calculation purposes, together with the real polytropic changes. An expression relating the total drag

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P/008/62/000/004/001/002
D265/D303

Fundamentals of the choice ...

of a ducted-fan turbine engine with that of a simple turbo-jet engine is deduced, Eq. (9)

$$\frac{R_{dp}}{R_{jp}} = \frac{\sqrt{x y \eta_t \eta_{lv} h_d + y^2 \bar{\varphi}^2 \bar{h}_o} - (y + 1) \sqrt{\bar{h}_o} + \sqrt{(1 - x) h_d}}{\sqrt{h_d} - \sqrt{\bar{h}_o}}$$

where $x = \frac{h_t}{h_d}$ = coefficient of energy distribution, $y = \frac{G_z}{G_w}$ = coefficient

of air stream distribution in the ducted-fan engine, $\bar{\varphi}$ = coefficient of velocity in the exhaust nozzle. From the condition for optimum x , it is implied that the higher the flight velocity and the lower the fan and turbine efficiency the less of the exhaust energy should be expended for driving the fan. Variation of x with y which decides on the size of the outer duct and the influence of the temperature before turbine and the velocity and altitude of flight are studied and expressions for the optimum value of the coefficient y are deduced. Performance of the

Card 2/3

Fundamentals of the choice ...

P/008/62/000/004/001/002
0265/D303

ducted-fan turbine engine with re-heat is also studied giving the optimum conditions for the coefficient of energy distribution. General instructions on the use of the parameters and the design procedure are given. There are 11 figures and 10 references: 3 Soviet-bloc and 7 non-Soviet-bloc. The references to the English-language publications read as follows: 'The Aeroplane', no. 12/6, 59, 14/8, 59, 18/9, 59, 12/2, 60, 12/8, 60, 6/1, 61; 'Aircraft Engineering', no. 12/60; 'Flight', no. 25/2, 59, 20/3, 59, 14/8, 59, 1/1, 60, 15/1, 60, 18/3, 60, 8/4, 60, 12/8, 60. ✓

Card 3/3

LYZWINSKI, M.

P/044/63/000/003/002/004
E075/E436

AUTHORS: Sz-zecinski, S., Łyzwinski, M., Masters of Engineering
TITLE: Lubrication of jet-turbine and turbo-propeller engines
PERIODICAL: Wojskowy przegląd lotniczy, no.3, 1963, 47-55
TEXT: A review is given of the lubrication systems and lubricants used in turbine engines. The lubrication systems of Soviet jet-engine RD-45 and turbo-prop engine IL-18 are discussed in some detail. The parts described separately include pumps, reduction valves, injectors, filters and defoaming units. There are 9 figures.

Card 1/1

SZCZECIŃSKI, Stefan, mgr inż.; LYZWINSKI, Mieczysław, mgr inż.

Design of reheat systems for turbojet engines. Techn. lotn.
18 no.12:331-338 D'63.

LYZWINSKI, M., mgr inz.; BARZYKOWSKI, J., mgr inz.

Electric rocket engines. Pt. 1. Techn lotn 19 no. 1: 3-11
Ja '64.

LYZWINSKI, M., mgr inz.; BAPZYKOWSKI, J., mgr inz.

Electric rocket engines. Pt. 2. Techn lotn 19 no.2:29-36 F '54.

L 43163-65 EPF(c)/EPR/EWP(c)/EWA(c)/ZNT(d)/ZNT(m)/FCS(k)/T/FSS-2/
EWP(f) Pr-4/Ps-4 RPL WH/JW

ACCESSION NR: AP5007721

F/0008/65/000/002/0042/0049

AUTHOR: Lyzwinski, M. (Master engineer); Szczecinski, S. (Doctor, Engineer)

TITLE: Controlling the thrust of liquid-propellant rocket engines

SOURCE: Technika lotnicza, no. 2, 1965, 42-49

TOPIC TAGS: rocket engine, rocket thrust, liquid fuel rocket, liquid propellant,
fuel supply control

ABSTRACT: The paper discusses the following factors which affect the performance of a rocket engine when operating under conditions which were not taken into account in the design: the pressure (altitude of flight) and temperature of the surrounding atmosphere, and variation in flight velocity. The effect of changes in the density of oxidizers and fuels, due to variations in temperature, on the composition of a propellant mixture is also discussed. The structure of the rocket engine assembly of the German V-2 ballistic missile is described, and the problem of optimal fuel supply to an engine during its entire time of operation is discussed, as well as the automatic control of mixture composition. Control of fuel expenditure in the American experimental engine NARTS is described, along with the group system of injectors in the Walter 109-509 A2 engine. The theoretical bases of the control of thrust are given, using the example of an engine

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ACCESSION NR: AP5007721

having a stream-type injector head. The dependence of the thrust coefficient on the geometry of the propelling nozzle is discussed. The effect of engine geometry on the thrust developed in a vacuum is also considered. The control of the direction of thrust as a means of controlling the direction of flight is discussed and practical solutions to this problem are described. Automatic systems for controlling thrust during flight are described and several schematics of automatic thrust controllers of different types are shown. Finally, the importance of experimental investigations in the field of controlling rocket engines is discussed. Orig. art. has: 24 figures and 20 formulas.

ASSOCIATION: none

SUBMITTED: 00

ENCL: 00

SUB CODE: PR, FP

NO REF SOV: 004

OTHER: 013

Card

2/2

L 9751-66 EWT(d)/EWP(f)/EPF(n)-2/T/EWA(c)/STC(m) WM/DJ/GG
ACC NR: AP5027717 SOURCE CODE: PO/0008/65/000/009/0226/0231

AUTHOR: Szczecinski, S. (Doctor, Engineer); Lyzwinski, M. (Master engineer) 45
63

ORG: None

TITLE: Speed reduction gears for turbine engines 23

SOURCE: Technika lotnicza, no. 9, 1965, 226-231

TOPIC TAGS: transmission gear, turbine engine, aircraft engine, engine component

ABSTRACT: In the nature of a state-of-the-art report, this paper describes the kinematic schemes and the design of speed reduction gears of modern aircraft turbine engines. The need of high speed reduction factors for such speed reducers and the problems associated in the transmission of high power are discussed. The problem of decreasing the noise generated by choosing suitable profiles of the gear teeth is briefly discussed. The following kinematic schematics of speed reducers are discussed and illustrated by some specific examples: branched-off reducers, planetary gear reducers, reducers for counter-rotation propellers. Several designs of speed reducers presently used are described and illustrated by cross-section assembly drawings. The methods of measuring in-flight the torque transmitted to the propeller are discussed and several designs are described and illustrated. The design of the structural parts of speed reducers from the standpoint of their strength is briefly discussed; in this connection the dynamic forces on the reducer and propeller shafts developed

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L 9751-66

ACC NR: AP5027717

during a curvilinear flight are also discussed. Orig. art has: 20 figures and 6 formulas.

SUB CODE: 1321 / SUBM DATE: None / SOV REF: 001 / OTH REF: 004

Card

2/2

ACC NR: AP6020393

SOURCE CODE: PO/0102/66/000/001/0002/0006

AUTHOR: Lyzwinski, Mieczyslaw (Master engineer)

ORG: none

TITLE: Sources and conversion of energy in new rocket engines

SOURCE: Technika lotnicza i astronautyczna, no. 1, 1966, 2-6

TOPIC TAGS: rocket propulsion, energy conversion, *nuclear propulsion,*
rocket engine

ABSTRACT: General principles of kinetics and thrust generation are reviewed, emphasizing experimental and theoretical systems. The discussion includes in general terms chemical engines, nuclear reactors as propulsion source, SNAP-2 and SNAP-8 and other United States systems and research, the names of some experimental systems of Soviet research, thermoelectric generators, isotopes employed, solar thermionic power generation, principles of plasmas and thermomagnetic effects, and photon pressure propulsion. Orig. art. has: 7 figures and 2 tables.

SUB CODE 21/ SUBM DATE: none/ ORIG REF: 005/ OTH REF: 000

UPC: 621.44

ACC NR: AP6004356

22/00/01/00/00/00/00/AST

SOURCE CODE: PO/0044/65/000/010/0064/0076

AUTHOR: Lyzwinski, Mieczyslaw (Major, Master Engineer)

ORG: none

TITLE: New sources of energy for rocket propulsion

SOURCE: Wojskowy przeglad lotniczy, no. 10, 1965, 64-76

TOPIC TAGS: solar energy, ~~solar radiation~~, rocket propellant, ~~rocket engine~~
~~propellant~~, ~~propellant property~~, propulsion theory, spacecraft propulsion, ~~electro-~~
~~magnetic field~~, ~~space flight~~

ABSTRACT: The theory and development of modern rocket engines and rocket propellants is reviewed. The possibility of utilizing solar energy as a new source of power for rocket propulsion is discussed in detail. Orig. art. has: 4 figures and 2 tables.

SUB CODE: 21/ SUBM DATE: none/ ORIG REF: 002/ OTH REF: 003

na
Card 1/1

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CIA-RDP86-00513R001031230004-7"

Country : YUGOSLAVIA
 Category : Diseases of Farm Animals. R
 Toxicooses.
 Abs. Jour. : Ref Zhur-Biol., No 21, 1958, 97033
 Author : Smrcek, Z.; Lzinic, S.
 Institut. : -
 Title : Experiments with 2,3-dimercaptopropanol (BAL)
 in the Poisoning of Sheep with Heavy Metals.
 I. Mercury Poisoning.
 Orig Pub. : Veterin. glasnik, 1957, 11, No 6, 739-746
 Abstract : The effect of a 2 percent BAL solution was studied in experimental acute poisoning of 32 sheep with mercury bichloride and agrosan (an organic mercury preparation used as a caustic agent for grain). As mercury bichloride was introduced in 0.25-1 g dosages, the animals were saved if BAL was intramuscularly injected after 25-75 minutes in 5 mg/kg dosages every 4 hours for 2 days and then every 6 or 12 hours for the next 3 days. The treatment was ineffective if

Card: 1/2

Country : YUGOSLAVIA
Category : Diseases of Farm Animals.
 Toxicoses.
Abs. Jour. : Ref Zhur-Biol., No 21, 1956, 97033

R

Author :
Institut. :
Title :

Orig. Pub. :

Abstract : The mercury bichloride was given internally in 3-4 g dosages or subcutaneously injected in 0.25-0.4 g dosages or intravenously injected in 0.1 g dosages. As two sheep were poisoned by agrosan (50 g internally), BAL did not produce any therapeutic effect and the animals perished. An intramuscular injection of BAL causes lameness; it is therefore better to inject it subcutaneously. -- V. A. Skovronskiy

Card: 2/2

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